

## COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

**November 14, 2006**

**5:30 PM**

Chairman Osborne called the meeting to order.

The Clerk called the roll.

Present: Aldermen Osborne, O'Neil, Shea, Roy, Long

Messrs.: F. Frangelo, B. Stanley, R. Bonardi, K. Sheppard, G. Simmons,  
J. Hoben

Chairman Osborne stated I would like to take Items 9, 10, and 11 and put them together and take them first.

Alderman O'Neil stated just as a courtesy there is a gentleman here regarding Item 7. Could we just maybe take that so he doesn't have to hang around all night?

Chairman Osborne replied sure.

Communication on behalf of Catholic Medical Center requesting parking restrictions on the west side of Main Street from Sullivan Road to 286 Main Street for approximately 10 weeks during construction of the parking garage.

Alderman O'Neil moved to approve the request. He stated I joined Alderman Thibault over there and he is in full support. They are going to change the signs out and I think they already have to be honest with you. I believe it could be for up to a 12-week period. This is regarding the precast getting moved into the new parking garage at CMC. Alderman Thibault has met with the folks from Harvey Construction and is in full support of this. Mr. Frangelo is going to be working with Lt. Hopkins on trying to make sure that details are covered there. I would also like this referred to the full Board tonight.

Alderman Shea duly seconded the motion.

Alderman Long asked do we know what the erection procedure is and all of that. What is the reason for this? Are the precast trucks going to be sitting out there? Is the crane going to be sitting out there?

Frank Frangelo, Harvey Construction, stated I am the Superintendent for the garage project at CMC. The reason for this is to provide safe access for the trucks to swing off McGregor Street into the lot. That is the reason. It is to provide safe, clean access in and out.

Alderman Long asked so there is no offloading or storage of trucks on Main Street.

Mr. Frangelo answered no Sir. Drive in and drive out and that is it. There will be a police detail stationed right there at all times when the trucks are coming in and out.

Chairman Osborne called for a vote. There being none opposed, the motion carried.

Chairman Osborne addressed Items 9, 10 and 11 of the agenda.

Presentation regarding Pay and Display Meters by Parking Division and Cale Systems.

Communication from Brandy Stanley, Parking Manager, submitting a proposed ordinance for pay and display meters.

Discussion of Pay and Display reserved Parking (Meter Hood).

Brandy Stanley, Parking Manager, stated gentlemen thank you very much for listening to our presentation today. As you know from the press packet that we handed out yesterday morning to everyone, we are moving forward with installing Pay and Display meters in the City of Manchester. This program was recommended as part of the parking study that was done, I believe, in April of this year and authorization to move forward with an RFP was issued in the Administration Committee on May 2 of this year and that was done. The bids were due back in July 2006. Cale turned out to be the winning bidder based on pricing, the responsiveness of the vendor and the technology that we believe best fits the City's needs. We have ordered 100 parking meters. 93 will be installed on the street in the next couple of weeks. We are going to be replacing 634 meters, which comes out to a 6.8 space per meter ratio, which is actually your target. Your target is between 6 and 8 spaces per meter. We are going to be removing 425 meter poles. The way we came to the 6.8 spaces per meter was going with a guideline of a maximum of 8 spaces for parallel parking and 15 maximum for angled parking. In no case did we put one meter managing more than 8 parallel parking spaces. That means that no pedestrian has to walk more than 4 parking

spaces to get to the meter to pay it. Basically what it is going to look like is for most blocks you are going to have one meter in the middle of the block. For angled parking spaces, obviously they are more compressed so you can use a 15 space maximum for that. The way we have done it and you can see it on the map there...I actually have a graphic of it too but it didn't print out very well but the hard copy of the map shows where we will place all of the meters. Basically we have done it from just east of Commercial Street, between Lake Avenue and Bridge Street, all the way up to Chestnut Street. We have covered most of the high dollar meters in the downtown area. These meters will take credit cards – VISA or Mastercard. They will take nickels, dimes, quarters and dollar coins and one of the reasons consumers tend to like these meters so much is because they do have the convenience of being able to pay with a credit card. Some of the other benefits of the program you are going to get is the creation of more parking in the same square footage than we have right now. It is called space compression and basically most of the spaces on the street right now are 22' long if you are talking about parallel parking. By eliminating the meter head, as well as the space delineators – the striping that is on there – people by nature will park closer together than the 22'. So you are going to...I have talked to some cities and some of them said they can get up to 10% more vehicles on the street before they erased the lines and went to the multi-space parking meters. What it is also going to do is create more revenue for the City by eliminating what is called piggy-backing, which for the most part...the most revenue you are going to get from a single space meter is, if your meters are operation 12 hours, you are going to get 12 hours worth of revenue at the most. So basically if you pay for two hours and leave after an hour and somebody else comes in they don't have to pay the meter for that hour that is still left on the meter. This system makes that all go away because the receipt that is displayed on the dashboard actually goes with the car. So if somebody pays for two hours and they stay for one hour, that extra hour of time goes with that vehicle and nobody can use it. There is also very, very, very little downtime with these machines because they communicate directly with the website and the website will send out automatic alarms if you have low receipt paper or if your coin canister needs to be emptied or if there is a problem with the machine. We can also set it up so that if there is an alarm on a machine that needs immediate attention it will text message the techs that are out in the field to avoid a phone call and prevent them from having to come back into the office before they service the meter. They also provide an opportunity for what are called Smart Cards and In Car Meters. That is something that we are going to look at for the future. Right now most of the technology is rather untested and I don't think that it is a good fit for Manchester until they know whether or not it works in other cities. The last benefit is the quality of the information that we get. Because the meters communicate directly with the back office we don't have to worry about whether or not a meter is down in the field. We are going to know. We already talked about this and as you can see those red dots and I apologize because this

didn't come out very well but the red dots are where the meters are going to go. The green lines on the map represent two-hour parking meters and the purple lines on the map represent ten-hour parking meters. As you can see we targeted the highest revenue meters in the City for this program. Now in order to make this work we had to put together a fairly comprehensive public relations campaign and again we talked to probably between 12 and 15 other cities as well as Cale, the manufacturer, to figure out exactly what would work. The biggest thing is stakeholder training. We are going to hold a training session on November 28 with the Manchester Police Department, the PCO's, Intown Manchester, the Granite State Ambassadors and the Chamber of Commerce. The Ordinance Violations Bureau is also going to be trained on this and this meter that is here is actually going to go down and be stored right outside the Ordinance Violations Bureau when we are done this evening. We are also going to start canvassing the local businesses with the brochure that you received in your press packet starting this week. We have invited all of the press to the meeting this evening and we will be giving them the press packets after the close of the full Board meeting this evening. We are also going to have parking greeters on the street for the first two weeks after the meters go live. These parking greeters are going to be responsible for showing people how to use the meters and basically walking all of the consumers through the process of paying the machines. We are also going to be looking at working with the PCO's to have parking ticket amnesty for the first two weeks. Now this amnesty is going to be related only to payment issues with the pay and display machines. If somebody didn't pay for parking, we are not going to issue them a parking ticket. We are going to issue them an informational placard that shows them how to use the meter. If they parked in a no parking zone or anything like that they are still going to receive a ticket just like they normally would. I already talked about the demo meter staying in City Hall. The installation timeline...as I said I ordered 100 meters. 93 are going to be installed. The remaining 7 we are probably going to look at installing in the parking lots, like the Middle Street Lot, the Hartnett Lot, the Pearl Lot, and maybe the Arms Lot in the spring after everything thaws out. The reason we are not doing it now is because it will involve a shift in the way we operate those parking lots, which we are not really ready to address at this point. The base and the sign pole installation will begin tomorrow or Thursday. The graphics that are going to be going on the machine are already in production. The meters are going to be installed by the manufacturer starting November 28 and they are going to be finished December 1. Over the weekend of December 2 and 3 we are going to be coming and taking off all the old meter heads and installing the signs on the sign posts. On Monday, December 4 at 8 AM the system is going to be ready for public consumption and the parking greeters and the ticket amnesty is going to happen on December 4 all the way through December 15. In terms of the financial analysis, the meters cost a total of \$770,000. The installation, graphics and additional labor are estimated to be at about \$122,000 right now. We don't have final prices for some items but

this is very close. We are projecting a 33% revenue increase and that is based on our discussions with, as I said, 12 to 16 other cities. Payback at a 33% increase is about 3 ½ years and the net present value of this investment at the City's cost of capital at 4 ½% over 10 years is over \$1 million. The internal rate of return for this investment is also at 25.6% and that compares very favorably with the private company's investment. What this is going to do for the current fiscal year is going to give us another \$150,000 that was not projected the last time we gave the City Clerk our estimation as to what we were going to do in revenues. It is also going to provide us with \$255,000 a year in incremental revenue so for a full calendar year we are going to get \$255,000 more than we are currently. What this is going to do for this year is reduce the budget shortfall from \$1.7 million to \$1.6 million just this year. That is pretty much the end of the presentation. The next is the parking citation ordinance change that we have submitted. This came about because right now we have an existing expired meter citation and the expired meter citation takes into account any parking meter that does not show that there are minutes left on it. With the pay and display meters you have two scenarios. You have somebody that didn't pay the meter at all and doesn't have a receipt displayed and you also have somebody that paid the meter and stayed over. So what we needed to do was create another parking citation, which we called the "failure to display pay and display receipt" and that covers the scenario where they do not display a receipt. What we are asking for is a \$25 fine escalating to \$50 after seven days. The meter bag program obviously needed to be revamped based on the fact that we are not going to have meter heads in these particular spaces anymore. Again what we did was talked to some of the other cities and mostly what they have done is they went from issuing meter bags to issuing a permit and the renter becomes responsible for reserving the parking space that they are going to need. So the existing meter bag program will stay in place for the spaces where there are meter heads but the permit system will need to go into place for the pay and display meters. The last item that I had has to do with the PCO vacancies. We had one PCO that is no longer with us as of yesterday. I have addressed this with the Police Department and they feel that we probably need to resolve where the PCO's are going to end up, whether they are going to continue to answer to the Police Department or they are going to answer to the Parking Division. I understand that the Board of Mayor and Aldermen voted during the budget process to have the PCO's stay where they were until the situation was looked at again, which I am in the process of doing but until then we are very short-staffed on the PCO's. I have a number of graphics. These are the stickers that are going to go across the top of the meter. As you can see right now there is no sticker. These are the stickers that are going to across the top. We didn't have time to get them produced. These are the signs that are going to be put on the streets. The two hour parking limit with the arrow to the right is going to be put at either end of the block and that arrow is going to point towards the middle of the block to the parking meter and then right on top of the meter on a pole right next to the meter

about six feet off the ground is going to be the “Pay to Park” sign, which will allow people that are on the street to see exactly where the meter is. The graphic on the left is a placard that is going to go on the front of the meter and the graphic on the right is going to go down the side of the meter. The color is white because it needs to stand out against the black background but that is probably going to be about three feet long. This is a copy of what the receipt looks like that goes on your dashboard. The big letters are the expiration date and time. These are just expenses and the next line is revenues and the last line is the investment analysis that I already went over earlier in the presentation. Any questions?

Chairman Osborne asked so the rates are going to stay about the same as they are now.

Ms. Stanley answered the rates are going to stay exactly the same.

Chairman Osborne asked and other places that have this type of set-up, what type of rates do they carry that are population wise like Manchester.

Ms. Stanley answered it depends on the city. Some of the cities...Berkeley, CA is probably a little bit bigger but their rates are double what ours are. Buffalo, NY is double what ours are. Ocean City, MD is the same. Aspen, CO is double. Savannah, GA I believe is the same but honestly I can't remember. Providence, RI has the same rates as we do and other cities that I talked to were relatively large but pretty much across the board they were all double what ours were.

Alderman O'Neil stated I wish this presentation would have happened before the program was implemented. I was actually surprised when I heard that we ordered 100 of these kiosks or whatever the name is for them. Apparently there is no confirmation one way or the other in either the Public Safety and Traffic Committee or the Committee on Administration, which handled the transition of parking from the Traffic to Economic Development. When I was told that we actually were spending \$770,000 for these I was surprised. I don't think I am alone in that. May I ask Atty. Arnold a simple question? Tom, are we committed on this contract?

Thomas Arnold, Deputy City Solicitor, responded I haven't reviewed the contract. I couldn't tell you off the top of my head. I would be willing to do that and report back to you if you would like.

Alderman O'Neil replied well it might be too late but I would like to get an opinion from you.

Deputy Solicitor Arnold stated sure I will get that to you.

Alderman O'Neil stated there was a lot of stuff in the presentation that probably had to happen well before the implementation of this started. I am not blaming Brandy because she was brand-new here. This had to be going on well before she got here. With that said, I hope other recommendations that were in the consultant's report come back before this Committee before they are implemented. I am a little gun shy right now to be honest with you.

Chairman Osborne stated I brought up the question with Brandy and asked if it would be a good idea to have a pilot program before going full force. Brandy said that at other places that is what they do – they go full force with it. Manchester is a little different than other areas though and I thought a pilot program on Hanover Street and Mechanic Street and some other side streets would have been good. Anyway, it is water over the dam right now.

Alderman Long stated Brandy you did an articulate job with respect to these meters and I thank you for that and working with Police. A pilot program? I understand where the caution is there, however, if you start a pilot program on Hanover Street and get people acclimated to that and you go to Elm Street and you have phone calls and problems getting people acclimated to that and you go to Lowell Street and have another problem acclimating to that. With respect to the pilot, I am certainly in favor of implementing this. This is where we want to go. This is the direction of the cities we spoke with. I probably am going to receive the brunt of the calls and I don't have any problem...I don't believe I am going to receive as many with respect to these meters as I get with the meters we currently have. Brandy, just let me try to put this in perspective. We start with the foundation and then when the machines come in we put the machines in and take the old meters out? What is the process and is there any downtime with respect to collections?

Ms. Stanley answered no there is not going to be any downtime. They are going to start installing the meter bases, which are basically steel anchors that are going to be poured in concrete in the ground. They have actually already marked the street and are in the process of dig safin those. That is going to start next week and all of those anchor bases are going to be installed prior to November 28, which is when the manufacturer is actually going to come in and install those meters on the anchor plates. While this is happening, the single space meters are going to continue to be enforced until 8 PM on Friday, December 1. First thing in the morning on December 2, which is free parking because we don't charge for meters on the weekend, we are going to take off all the meter heads. So when all of the meter heads come off and all of the signs go up, on Monday morning all we have to do is turn the machines on and everything is set to work so no there will be no downtime.

Alderman Long asked and the poles themselves from the existing meters, those are going to come out by when.

Ms. Stanley answered that contract is currently being bid out. The Traffic Division doesn't have the resources to be able to do it so those bids will be open on the 25<sup>th</sup>. I am guessing it will probably take two to three weeks or maybe a little bit longer after we take the meter heads off for that to be done.

Alderman Long asked so effective December 4 will be the first day to use the new meters.

Ms. Stanley answered yes.

Alderman Long asked and we are going to have an amnesty program between December 4 and December 15.

Ms. Stanley responded that is correct.

Alderman Shea stated I am going to kind of go along the line of Alderman O'Neil in a way. Who are we signing a contract with? I have no idea.

Ms. Stanley replied the company is called Cale. They are the manufacturer of the meters.

Alderman Shea asked and where are they from.

Ms. Stanley answered they are a French company and their U.S. operations are based out of Clearwater, FL.

Alderman Shea asked so someone is going to come up here and install these new meters and so forth...what if one breaks down. Is there a contract? Is there any kind of provision if five or ten of them just don't work? What is going to happen?

Ms. Stanley answered we have a one year parts and labor warranty on the meters. The good thing about these meters is that the vast majority of the components inside are plug and play. What they are doing is they are going to give us two extra full meters and if a meter on the street goes down, all the technician needs to do is go out and remove the part that is broken and replace it with one of the replacement parts from the extra meters. At that point, the part will be taken back to our shop. If we can fix it in house we will do that and if not we will ship it off to the manufacturer who will fix it and send it back.



Alderman Shea stated you will have to run through this for me. When I put money in a meter now someone comes along and collects it and puts in the lock box or whatever. How is this other process going to work with credit cards? In other words what happens with the delay or the City loses a certain amount of money don't they? When you use your credit card...let's say I go to the Back Room and give them a credit card and they lose a little bit on that because of the courtesy and so forth. Are we going to lose that too as a municipality?

Ms. Stanley replied that is going to be an increased expense yes. Right now we are getting quotes from different merchant processors. We are probably going to end up somewhere in the neighborhood of a 10 to 15 cent per transaction...

Alderman Shea interjected could you repeat that.

Ms. Stanley stated probably what we are looking at is somewhere in the neighborhood of 10 to 15 cents per transaction plus anywhere from a 1% to 3% charge for the transaction. Basically if you have a \$1 charge, part of that expense is going to be 15 cents for the transaction charge plus 2%. So for every \$1 that is processed via credit card you are going to have to pay about 17 cents. That is usually offset by the reduced amount of labor that we have to spend on keeping the machines up. It is also offset by the increase in the number of spaces and number of available parking spaces you have on the street as well as the fact that more people will choose to park on the street because they have the convenience of being able to pay with a credit card.

Alderman Shea asked as a Committee will you be giving us some sort of feedback regarding how practical this is and how it is working. How are we going to gauge what is taking place here from a financial point of view?

Ms. Stanley answered at the Committee's pleasure I would be more than happy to bring monthly updates of the financial results of the installation.

Alderman Shea stated well once it gets started you have to work a little bit but I think it would be helpful in that regard.

Alderman Smith stated Brandy I was just wondering what provisions you have for the disabled. With a pay and display meter would the handicapped be able to park there without any...

Ms. Stanley interjected currently handicapped are allowed four hours of parking without paying for the meter so I don't think that the addition of this pay and display scenario is really going to affect them very much because they don't have to pay the meter to start with.

Alderman Smith asked what is the difference...I noticed you said there were about four spaces. What footage would that be – about 40' or 50' between each meter? I am thinking about the disabled and somebody in a wheelchair. Is that what it is – about 40' or 50' between each meter?

Ms. Stanley answered at the most. That is if you park at a space that is four spaces away from the meeting. That would be 22' x 4 or 44' that you have to go at the most.

Alderman Smith asked and there will be no restrictions whatsoever. Disabled can park anywhere without any reservations?

Ms. Stanley answered yes. We are not changing the disabled parking policy at all.

Alderman Roy stated I just want to clarify something that Alderman Smith was going with. My understanding of our handicapped policy was that if there is a handicapped plate or hanger on the windshield that they didn't have to get out and put money in the meter. Are you saying now they have to put their placard out and go to the pay station or are they just exempt by having that placard out?

Ms. Stanley replied they are entitled to four hours of free parking and we are not going to change that policy so they would not have to pay the meter.

Alderman Roy asked so they would not have to get out of their vehicle, go to the pay meter and come back. They just need to put up their placard and go about their business? As long as the car is there less than four hours there are no extra steps or wheeling or anything they have to do?

Ms. Stanley answered that is correct.

Alderman Roy stated I just want that very clear for people in the City who are using the handicapped placards. They don't need to worry where the pay and display meters are. They just put up their placard and go about their business.

Ms. Stanley answered that is correct.

Alderman Lopez stated just to follow-up on that I think we are going to have a little problem with the vans – wheelchair vans. If people are parked in the wrong place people won't be able to get out or in. That is why in some cases like right out here we have an end place if they have a van so they can get out. What are you going to do about that?

Ms. Stanley replied we are not painting the space layout. We are not adding or deleting any handicapped parking spaces so whatever is currently on the streets that has been accessible will remain and it is not affected by this program at all.

Alderman Lopez responded so there will be a van parking space on the street remaining as is.

Ms. Stanley replied if there is one on the street currently yes. We are not changing any of that.

Alderman Lopez stated in the ordinance that the Committee has to...credit card transaction minimum \$1 is it only \$1 for that day. It doesn't carry over correct?

Ms. Stanley replied I am not sure I understand. I'm sorry.

Alderman Lopez stated well in the ordinance under D it says minimum credit card transaction \$1. Is that \$1 for that day only?

Ms. Stanley responded yes.

Alderman Lopez asked so you can't carry it over.

Ms. Stanley answered no the minimum credit card transaction is \$1, which is equal to two hours so basically if you use a credit card you have to buy a minimum of two hours parking and that expires at the end of two hours. If you don't use it...if you only stay in once space for an hour you can actually get in your car and drive to a different space anywhere in the City that is metered and use the other hour but once that second hour has expired, you can't carry it over.

Alderman Lopez asked the meter heads are going to sell for \$15. How did we come up with that number?

Ms. Stanley answered most other cities that have been successful in doing this have sold them for either \$10 or \$15 a piece.

Alderman Lopez stated I don't know if the numbers are correct here but right now if I am reading this correctly year-to-date revenue is \$257,000 right.

Ms. Stanley replied correct.

Alderman Lopez asked and that is the meters for the entire City correct or just the area that you are...

Ms. Stanley interjected no it is the entire City. Unfortunately with this technology we don't know how much revenue is being generated just by this area.

Alderman Lopez asked are you speaking by these meters alone that we are...with these meters and the others for a full calendar year we will end up with \$1 million in revenue.

Ms. Stanley answered yes.

Alderman Lopez asked there is no way to tell the difference now is that what you are saying.

Ms. Stanley asked there is no way to tell what.

Alderman Lopez replied there is no way to tell right now how much revenue we have received from these meters. I thought we had a system in place. Maybe Denise might know that.

Ms. Stanley stated we have collection routes. I can tell you how much revenue comes from an individual collection route but I can't tell you the entire area just because we don't collect every single meter each day and track the revenue by meter. The new system will allow us to do that but right now we can't do that.

Alderman Lopez stated maybe later on you can provide some statistical data. I am just wondering if...I am looking more so at the investment. Everyone says we are going to make more revenue and I don't see any figures to come up with that other than saying we are going to increase revenue. Removal of the old meter poles that you said you were going out to bid for, now did I understand you and correct me if I am wrong but you said these are going to go on these poles or is it a separate pole.

Ms. Stanley responded no that sticker that you have in your hand is going to go right across the top of the meter in that blank space between the top and the stainless steel face.

Alderman Lopez asked why would we go out to bid for removal of the poles when we have people capable of doing that in the City.

Ms. Stanley answered we have been requested by the Highway Department to go out to bid with it because they didn't feel that they had adequate resources to do it themselves.

Alderman Lopez asked who put them in.

Ms. Stanley answered I assume the Highway Department did or the Traffic Department. Actually, it was the Traffic Department.

Alderman Lopez asked the Traffic Department is not capable of taking them out.

Ms. Stanley answered they have asked us to go out to bid because they said they didn't have the resources.

Alderman Lopez stated I think the Committee ought to look at that. Kevin, can you answer that question.

Kevin Sheppard, Deputy Public Works Director, stated we met with Brandy when she was putting together this program. She asked us about removing the poles. I believe there are probably 500 or 600 poles that need to be removed...400 poles that need to be removed. The existing poles were placed over time. To remove these poles they have a concrete foundation and a lot of them sit either in a concrete or brick base on top. We explained to Brandy that we don't have the time...we probably could not get them out in the time that is necessary to get them off the streets. Our Traffic Division doesn't have the manpower. Our Highway Department right now we are getting ready for our winter operations and closing down our construction projects. We didn't feel we could meet a schedule that would be acceptable to get these poles off the street plus once the poles are pulled out there is either concrete work or brickwork that needs to be done. So these poles were installed over time by I believe the Traffic Division but to pull all 400 poles at once or in a month's time is a lot of work. We asked Brandy or informed Brandy that we felt it was best to have someone do it for them.

Alderman Lopez I think they have special tools where you can go down to the sidewalk and cut those poles off and maybe get some cement and just put it in there and that would be the end of it.

Mr. Sheppard replied we considered that but our concern with doing something like that is if there is any heaving of the brick or concrete and you have that little piece of steel that sticks out, whether it is our sidewalk tractor or someone walking on the sidewalk we felt it could be a liability. We felt the best way to remove them was to actually pull the base completely out.

Alderman Shea asked isn't this going to be a problem in the wintertime when you have all kinds of frost and everything else. How...I know this company is coming up from Florida but let's compare the conditions between Florida and NH. Are they familiar with what we have to do?

Ms. Stanley asked are you talking about removing the meter poles or whether or not the meters are going to handle the cold.

Alderman Shea answered well yes because we are going to have frost and we are going to have all kinds of snow maybe December 3 or 4. Who knows maybe not but that comes pretty quick here.

Ms. Stanley stated well the meter bases are the only thing we need to put into the ground and like I said they are going to start that this week. Once the meter bases are in, Cale is not going to need to dig into the ground. All they are doing is bolting those meters onto the anchor plate. They don't have to do anything in the ground. We were hoping to get the meter poles pulled out before it got too cold, which again is why the Highway Department asked us to go out to bid because we could probably get it done quicker by subcontracting.

Chairman Osborne stated I guess we will have one more with Alderman O'Neil and then we will conclude the discussion because it will be brought up again with the full Board a little later so we can ask these other questions at that time.

Alderman O'Neil stated I just wished all these discussions happened before we placed the order for these things. This could have been phased in. We could have done it with in-house staff and saved \$110,000. Is this gentleman from the vendor? Could I ask him to come forward? I am going to ask you a contractual question and if you don't feel comfortable answering it, don't answer it. Do you believe we have an agreement with you to buy 100 of these units?

Ryan Bonardi, Cale Parking Systems, responded yes Sir.

Alderman O'Neil asked to the best of your knowledge does the contract allow any out on that.

Mr. Bonardi answered no. The meters are on the truck and they have been customized to the City of Manchester's specifications.

Alderman O'Neil asked when were you awarded the contract.

Mr. Bonardi answered I don't have the specific date.

Ms. Stanley stated October 26.

Alderman O'Neil asked so in less than a month all 100 meters were put together and ready to go for here.

Mr. Bonardi answered yes Sir.

Alderman O'Neil stated that is pretty good service.

Mr. Bonardi replied we aim to please.

Chairman Osborne stated I need a motion for Item 10, the ordinance.

Alderman Long asked can we move 9, 10 and 11.

Chairman Osborne stated well we can file the rest. I think we are only interested in Item 10 aren't we?

Deputy Clerk Normand stated Item 9 is just a presentation. You are looking to pass the ordinance if the Committee pleases.

Alderman Long moved to approve the proposed ordinance.

Chairman Osborne asked Ms. Stanley to go over the ordinance one more time.

Ms. Stanley stated the new ordinance is basically adding a citation to our current list of citations because the current expired meter citation does not cover the scenarios that can be created by the pay and display machine. If someone pays and displays their receipt and runs over...basically if the receipt expires at 6:10 and the PCO comes by at 6:30 that is quite obviously an expired meter. If someone does not pay for or doesn't display the receipt, it is not an expired meter, it is a failure to display the receipt. We don't know if they have paid at all and that is what we are asking to add is the second citation for failure to display the receipt. That comes with a \$25 fine escalating to \$50 after 7 days.

Chairman Osborne asked what would happen if we didn't do this.

Ms. Stanley answered if you didn't do it we would have to lump it under the expired meter citation, which would be difficult to enforce.

Alderman Roy stated Brandy right now for the expired meter citation what is our base penalty.

Ms. Stanley responded \$10. It escalates to \$20 after 7 days.

Alderman Roy stated and you feel that the \$25 going to \$50...why was that level set.

Ms. Stanley replied in talking to people in the Ordinance Violations Bureau what I found was after the Board of Mayor and Aldermen increased the rates the number of citations dropped because the increased fines were a deterrent and it prevented people from doing the wrong thing. So the reason we are asking for a \$25 fine as opposed to a \$10 fine is to deter people from deciding not to pay the machine.

Alderman Roy asked and you feel strongly by going to this new technology that you need this additional language and it wouldn't be covered under the expired meter.

Ms. Stanley answered I do.

Alderman Roy duly seconded the motion.

Alderman Long asked can the Solicitor answer...an expired meter if my receipt is expired do I have an argument that it is not an expired meter.

Deputy Solicitor Arnold answered no I don't believe you would but that presumes you have purchased a receipt and displayed it so that it can be seen.

Alderman Long stated well I am saying that I did purchase a receipt but my receipt is over. I am displaying it and it is over.

Deputy Solicitor Arnold replied that would be an expired meter.

Chairman Osborne called for a vote on the motion to approve the ordinance. The motion carried with Aldermen Shea and O'Neil being duly recorded in opposition.

Chairman Osborne stated what I would like to do is go into new business. I know this is a little sudden but I would like to have Deputy Chief Simmons...I don't want him to stay here all night through the rest of it. I think we can get this discussion underway. Alderman Lopez I think you have the floor.

Alderman Lopez stated thank you very much. Deputy Chief Simmons if you want to just brief the Committee and myself and the rest of the Aldermen on the reserve officers. Where do we stand on implementation and stuff like that?

Gary Simmons, Deputy Police Chief, stated the last time we met we had talked about standard operating procedures and rewriting some of those as well as looking at the qualifications and the requirements for taking back an officer in that position. I think at that time I explained that that process had been completed. We have since met – myself and the BSO met with Randy Sherman to discuss the account situation and that this money that comes in that would be generated from



the reserve officers working details, that money goes into an account and we resolved some of the issues as to whether the account could be a revolving account or not and Randy assured us it could be. So that fund would continue on even though the fiscal year ended. That fund would continue on and that money would finance the reserve officers on a continual basis. We are now in the process of writing up the qualifications. We have talked with HR and we hope to put an advertisement in the newspaper probably next week.

Alderman Lopez asked are you also going to inform all of the other officers that are going to retire.

Deputy Chief Simmons answered I said the newspaper as a general way of just letting the word get out there but any retiree we know that had an interest we will certainly pass that along to them as well. I think once it takes place word of mouth will travel quite fast.

Alderman Lopez asked it is going to be \$32/hour.

Deputy Chief Simmons answered that is correct. A new reserve officer working a detail would be at the \$32/hour rate. The additional funds will go into that reserve account.

Alderman Lopez stated so that is \$8.74 going into the reserve account and eventually it will build up. Your implementation date is what?

Deputy Chief Simmons responded we hope to have it advertised next week and depending on the number of people that apply we hope to get them up and running before the beginning of the year or right around that time.

Alderman Lopez stated I do want to thank Dobles Chevrolet who gave us \$20,000 to kick off this special fund. Actually if anybody is listening to this and they want to participate in helping the police officers and special reserve officers, they are more than welcome to donate money to this special fund for reserve officers.

Alderman O'Neil stated I know the number that has been talked about is 20. If, for some reason during this process you get 22 people that you think are worth serving as reserve officers will you come back to the Board and ask for authorization for 22?

Deputy Chief Simmons responded yes I can do that.

Alderman Shea stated I am not sure if we are going to deviate here but when the Mayor said he was going to implement an Intergraph System and COMSTAT, has that been implemented yet.

Deputy Chief Simmons responded the Intergraph System is the CAD RMS system that we are currently working with the vendor on. We are going through various training periods. They are working on some of the details on the technology. We hope to have that up and running by August or September of 2007.

Alderman Shea asked and that would include COMSTAT.

Deputy Chief Simmons answered COMSTAT is a totally different...that is a philosophy and it is a totally different situation but we feel that the Intergraph system and the various reports and data that can be collected from that will assist us in the COMSTAT endeavor.

Alderman Shea asked will they be synchronized together. Will one depend on the other?

Deputy Chief Simmons answered yes and no. We do smaller variations of COMSTAT now. It is just computer-aided statistics and we do some now with the system we currently have. What Intergraph will do is it will be more user friendly and allow us to get better data in a more streamlined fashion than our current system.

Chairman Osborne stated I would like to address Item 3 while you are up here. Is there anything on the Crime Prevention recommendations? Is there anything more that came through or is this about it?

Continuing discussions relative to crime prevention recommendations.

Deputy Chief Simmons stated pretty much everything we talked about at the last meeting, Alderman, is what has been taking place. The NET team as you know has gone out several times and been very successful. Again, Matt Normand is a big part of that. We have some enhancement patrols going out there right now. Deputy Lussier is here and he is now in charge of patrol and he is working with the additional funding we just got through the state. That program is up and running as of the middle of this week.

Chairman Osborne asked could I have a motion here.

Alderman O'Neil moved to receive and file. Alderman Long duly seconded the motion.

Alderman Lopez stated before you receive and file there has been some discussion about the resource officers. Can you bring us up-to-date on that?

Deputy Chief Simmons stated I know today the Mayor and Chief met relative to various issues, one of which was the school resource officer positions. I know the Chief is going to be here for the meeting at 7:30 PM and I would ask that you address it with him. I am not sure where that is as of today.

Alderman O'Neil stated could I just ask a favor of the department. A lot of the things that have gone on since the springtime and even before Officer Briggs' shooting we are seeing in the paper. I would just ask if the department would give us the courtesy of providing...we get the courier delivery daily...we get asked questions. I get out first thing in the morning and citizens are asking me what about this and what about that and if I haven't read the paper yet I have no idea what is going on. I would ask as a courtesy that if you are going to do some press announcement please somehow get it to us so that we know what is going on.

Deputy Chief Simmons responded something that might streamline that Alderman is most of you probably have e-mails and every day we e-mail to the press media and we could probably include you as well.

Alderman O'Neil asked even if it is not specifically press-related items. Just in general it would be helpful I think.

Alderman Roy stated first of all I have a question for the Chair or whoever made the motion to receive and file. Why are we receiving and filing this when there is still a lot of discussion left to be had and a lot of points to be brought forward.

Chairman Osborne responded I think we can bring it back if it gets to that point. I don't think we should leave it hanging as a tabled item. We can always bring it up as new business. There are different ways we can do this without leaving it on the agenda.

Alderman Roy stated I think it is prudent for us to leave it on the agenda. There are a lot of recommendations from the Mayor, myself, Alderman Lopez and the members of this Committee. I, for one, don't support getting rid of it. I think it should be number one on our agenda until everything that the Police Department would like to go forward with is up and running. That being said, I won't vote to table this but just questions if this is going to be my last bite of the apple on some of the recommendations. Deputy Chief where do we stand as far as our working daily complement?

Deputy Chief Simmons responded right now with our complement of 215 we are down 13 officers. We are in the background process now. We hope to have 5 ready to go next week. We have an additional 10 that we are currently looking at that we hope to get up and running not soon after that.

Alderman Roy stated part of that begins my first question. You used the complement of 215. It is my understanding that the full Board authorized that number to go to 225 and it is just subject to the Mayor and Chief working out financing details.

Deputy Chief Simmons replied that is my understanding.

Alderman Roy stated I know the press uses the number 215 and it drives me insane because we have approved 225. I would love to see the press, the Chief and the Mayor start using the 225 and aspire to that number. That being said, the 202 that are currently up and running are there any light duties?

Deputy Chief Simmons responded the 202 are sworn personnel. That is from the Chief on down. We have some light duty officers and we have 10 at the academy and they graduate Friday night and will then hit the FTO program. They will be on the streets by mid-December on their own.

Alderman Roy asked so of the 202 we are really at 190.

Deputy Chief Simmons answered correct.

Alderman Roy asked is there anyone else who is not on the street.

Deputy Chief Simmons answered well of sworn personnel some are detectives, some are investigators, some are in juvenile. There are various positions and they all have their own function.

Alderman Roy asked as far as the money coming from the state, the high visibility and high intensity patrols, which I think are fantastic, is there anything this Board could do to maybe continue that program and extend it. What is the value of those in your opinion?

Deputy Chief Simmons answered well I think the Board has lent their support for those programs and I think as a result of that certainly the state came up to the plate and provided some additional funds. We hope to continue with the programs. With the Street Sweeper money coming in January we hope to see additional funds there. I think at this point just adding your support in that endeavor is more than enough.

Alderman O'Neil withdrew his motion. I think it is important...there are a lot of items on here and I would ask the department maybe to provide a monthly report to us, especially if there is a change in status with any of these items. I am glad to hear that the officers are graduating Friday. Even in field training they are out with another officer and you can send two officers to respond to a call so they are of great value to us when they complete the academy. So maybe just a monthly very simple update of any new information would be helpful to us.

Chairman Osborne stated we could get that anyway regardless of which way we go.

Alderman O'Neil stated but the Aldermen are right. There are a number of items on here and if we receive and file it goes away and we never look at them again.

Alderman Long withdrew his second.

Alderman Roy moved to table. Alderman Long duly seconded the motion.

Alderman Shea asked is your department involved with the Neighborhood Enhancement Team. In other words is there someone from your department that...

Deputy Chief Simmons interjected yes.

Alderman Shea asked how often does that particular individual have to meet with them.

Deputy Chief Simmons answered they go out at various times. A couple of times a week I think, Matt, they have been going out.

Deputy Clerk Normand stated every couple of weeks, time permitting, with all of the people involved.

Alderman Shea stated I know they are doing a tremendous job but in speaking to Matt today he is overwhelmed. In other words he indicated when he came back Monday that he had about 25 e-mails from different concerns. I am glad to see that they are going to eventually hire a Compliance Officer to help Glen Gagne. I was just wondering...somebody is being tied up from your department though?

Deputy Chief Simmons replied yes when that team goes out members of our department are present.

Alderman Shea stated I think that is important.

Deputy Chief Simmons responded so do I.

Alderman Shea stated I want to compliment Lt. Hopkins. He has really been helpful. I have called him several times and he has done a good job.

Alderman O'Neil asked Deputy, a lot of these new initiatives isn't it correct that Sgt. Kincaid carries a lot of them out.

Deputy Chief Simmons answered yes.

Alderman O'Neil stated and we have to be concerned that we are going to burn him out. Maybe there needs to be an alternative to the NET team and maybe there needs to be an alternate to creating...I heard some fantastic number of crime watches that have either been new or reactivated in the City.

Deputy Chief Simmons responded yes he has got his hands full right now with the volunteer and neighborhood watch groups.

Alderman O'Neil stated if you could just look at that and see if there could be an alternate.

Chairman Osborne called for a vote on the motion to table.

Alderman Roy stated I don't think we need to table it. Can't we just leave it on the agenda so it comes up as the first item every month?

City Clerk Bernier stated yes that's fine.

Deputy Chief Simmons stated I guess I would ask the Committee what direction you want us to take. Do you want us to come every month and report or just submit something in writing if there is only a change? If you are going to leave it on the agenda each month when we see that normally we would assume we should be here.

Alderman O'Neil replied I would say that would be correct. As you know from your past experience, if you are not here something is going to come up. As long as somebody could be here to answer questions or give an update.

Chairman Osborne addressed Item 4 of the agenda:

Communication from City Library requesting bagging of two meters on

Amherst Street as temporary handicap parking for the Library during the construction period of renovations to the handicap accessible entrance at the Library.

On motion of Alderman Roy, duly seconded by Alderman Shea it was voted to approve the request.

Chairman Osborne addressed Item 5 of the agenda:

Communication from Intown Manchester requesting curtailment of parking enforcement Thursday evenings throughout December.

Alderman Roy moved to approve the request. Alderman Long duly seconded the motion.

Alderman O'Neil asked how does this affect anything else that is going on with this new program we are implementing.

Ms. Stanley stated this was actually put on the agenda at my request because it had previously been addressed by the Committee. Intown Manchester asked for two spaces to be bagged on Merrimack Street...I apologize they asked for two signed spaces, two reserved spaces on Merrimack Street that they were originally granted by the Board of Mayor and Aldermen in 2001. These spaces are to be used by the volunteers that run the Visitor Center on the corner of Elm and Merrimack.

Alderman Long stated we are on Item 5 of the agenda – the free parking after 6 PM on Thursdays throughout December.

Ms. Stanley responded I apologize.

Alderman Roy stated I guess this is historically done on Thursday evenings to promote retail shopping downtown and using downtown we have curtailed through the Christmas period the use of meters. Can we do that with these new meters I guess is Alderman O'Neil's question?

Ms. Stanley responded yes we could. We can deactivate the meters.

Chairman Osborne called for a vote. There being none opposed, the motion carried.

Chairman Osborne addressed Item 6 of the agenda:

Communication from Holly Foster expressing concern that some city workers are being sent to unsafe neighborhoods alone and suggesting that the City undertake preventive measures to keep City workers safe.

Chairman Osborne stated I discussed this with the Highway Department, Mr. Thomas, and he sent a letter out, which I am sure you received. I think everything is okay at this time. I don't think she is here. I think it is just a matter of receiving and filing.

Alderman Roy moved to receive and file. Alderman O'Neil duly seconded the motion.

Alderman Long stated I didn't receive any communication from Mr. Thomas. I am concerned not necessarily because of an unsafe neighborhood but someone working alone and if something were to happen to that employee we would have to wait for a neighbor to notice something was wrong.

Deputy Clerk Normand provided Alderman Long with a copy of the letter from Mr. Thomas.

Alderman Long stated okay the letter answers my questions.

Chairman Osborne called for a vote. There being none opposed, the motion carried.

Chairman Osborne advised that the Traffic Division has submitted an agenda, which needs to be addressed as follows:

**Stop Signs:**

On Massabesic Street at Cypress Street, SWC, NEC  
Alderman Osborne

On Granite Street at Barr Street, NEC, SWC – Emergency Ordinance  
On Granite Street at Dyson Street, NEC, SWC – Emergency Ordinance  
Alderman Thibault

On Teaberry Place at Hackett Hill Road, SEC  
On Treetop Lane at Teaberry Place, NEC  
On Streamside Drive at Teaberry Place, SWC  
On Sylvan Lane at Pondview Lane, SEC  
On Sylvan Lane at Countryside Boulevard, SWC  
On River Birch Circle at Countryside Boulevard, NEC  
On Blueberry Drive at Countryside Boulevard, NEC



On White Pine Lane at Blueberry Drive, SEC  
Alderman Forest

**Crosswalk:**

On Old Falls Road at Massabesic Street  
Alderman Osborne

**1 Hour Parking:**

On Main Street, west side, from a point 150 feet south of Sullivan Street to Hecker  
Street – Emergency Act  
Alderman Thibault

**2 Hour Parking – (8 AM – 3 PM Monday thru Friday):**

On Spruce Street, south side, from a point 74 feet east of Cypress Street to a point  
31 feet easterly – Emergency Ordinance  
Alderman Osborne

**No Parking Loading Zone:**

On Tarrytown Road, west side, from a point 140 feet south of Mammoth Road to a  
point 90 feet southerly  
Alderman Duval

On Cedar Street, north side, from a point 20 feet west of Canton Street to a point  
30 feet westerly – Emergency Ordinance  
Alderman Osborne

**Rescind 1 Hour Parking:**

On Main Street, west side, from Hecker Street to a point 45 feet south of Sullivan  
Street (Ord. 3261) – Emergency Act  
Alderman Thibault

**Rescind - No Parking Loading Zone:**

On Main Street, west side, from Sullivan Street to a point 45 feet south (Ord.  
3262) – Emergency Act  
Alderman Thibault

**No Parking Anytime:**

On Tarrytown Road, west side, from a point 230 feet south of Mammoth Road to  
Hanover Street  
On Tarrytown Road, west side from Mammoth Road to a point 140 feet southerly  
Alderman Duval

On Main Street, west side, from Sullivan Street to a point 150 feet south –

Emergency Act  
Alderman Thibault

On Massabesic Street, east side, from Old Falls Road to a point 95 feet south of  
Hayes Ave – Emergency Ordinance

On Hayes Ave., north side, from Massabesic Street to a point 60 feet east –  
Emergency Ordinance  
Alderman Osborne

On McQuesten Street, north side, from Hill Street to Second Street  
Alderman Smith

**Rescind No Parking During School Hours:**

On Hoyt Street, east side, from Joshua Drive to a point 75 feet northerly  
(Ordinance number not yet assigned)  
Alderman DeVries

**Commercial Motor Vehicle Traffic Prohibited:**

On Erie Street, from South Main Street to Boynton Street  
Alderman Smith

**Rescind 30 Minute Parking:**

On McQuesten Street, north side, from a point 30 feet east of Second Street to a  
point 36 feet easterly (Ord. 9096)  
Alderman Smith

**Rescind No Parking Anytime:**

On Tarrytown Road, west side, from Mammoth Road to Hanover Street  
(Ordinance number not yet assigned)  
Alderman Duval

On McQuesten Street, north side, from a point 105 feet east of Second Street to  
Hill Street (Ord. 9043)  
Alderman Smith

On motion of Alderman Shea, duly seconded by Alderman O'Neil it was voted to  
approve the traffic agenda as presented.

Chairman Osborne addressed Item 12 of the agenda:

Discussion of Chamber of Commerce request for parking on Merrimack  
Street.

Chairman Osborne stated I think this was brought up at the last meeting and we didn't know how many spaces they had out there.

Alderman Long stated they already have authorization...their authorization was never rescinded. The issue is with the bags. They would have to get there early enough to bag the meter prior to someone getting there and parking so it is a little complicated. I guess if we could just go to what the original vote was from the Board. It was never rescinded so I am assuming we could go back to that.

Chairman Osborne replied yes. Didn't we approve that at the last meeting?

Alderman Long stated there is a problem with them bagging the meters. They are there from 8 AM to 9 PM or 8 AM until 7 PM or what have you so if they don't get there at 5 AM before somebody else parks there they don't have a space. Could we...could they just go back to the way it originally was.

Alderman O'Neil asked do you mean with the signs or placards or whatever.

Alderman Long answered yes. Can we go back to that because it was never rescinded?

Chairman Osborne responded yes.

Alderman Long stated so it is a moot issue.

On motion of Alderman Roy, duly seconded by Alderman Shea it was voted to receive and file.

Chairman Osborne addressed Item 14 of the agenda:

Discussion of Standard Crosswalk Designs requested by the Traffic Division.

Jim Hoben, Traffic Director, stated at the last meeting Alderman Roy requested a...wanted to know what the standardization of our pavement markings was and I basically took the typical crosswalks out of the manual on Uniform Traffic Control Devices. Those are federal highway standards that all 50 states adopted and most cities and towns.

Alderman Roy stated on Page 25 of our agenda on the top diagram there is a crosswalk with white hash marks that go from the left to right side of the crosswalk. I would move that we make that our City standard for crosswalks. I am very glad that Jim gave us this standard. I know it may come at a little bit of

an additional cost, which is probably why Kevin Sheppard is coming to the microphone but I think it is one of those things that if we had a standard that focuses on safety we would be better off in the long run with our citizens.

Chairman Osborne asked which one are you referring to.

Alderman Roy answered at the top of the page you are looking at the one that is on the right side of that intersection – two parallel lines with hash marks that run right to left.

Alderman Long duly seconded the motion.

Mr. Sheppard stated Alderman Roy was correct. The reason I did come forward is obviously there is a financial and time impact in doing something like this for every crosswalk in the City. I am not too sure how many crosswalks we have in the City but if you are talking about painting every crosswalk like that, that is a significant amount of paint and also commitment of time for the crews. Right now the crews in the Traffic Division don't even have the opportunity to paint every line in the City on a yearly basis so if we add that work on top of it...I know that as part of this year's budget process we will be coming forward with a proposal as far as traffic striping and how that can be performed but if this is adopted now it may make it difficult because the money isn't in our budget.

Chairman Osborne asked didn't I discuss with you at one time about the new paint. What is the story with that?

Mr. Hoben answered we are going to be presenting a proposal for next year's budget for a thermal plastic pavement marking program.

Chairman Osborne asked and that would give you a three-year turn around rather than every year.

Mr. Hoben answered right. We are planning on doing the downtown area first using the hash marks at the major intersections and side streets possibly with the two parallel lines.

Chairman Osborne stated I mentioned that the saving in labor and everything would help pay for this paint that we are talking about here. I brought all of this up right?

Mr. Hoben replied right.

Chairman Osborne stated I think the hash mark effect here that we are talking about or that Alderman Roy is talking about is an excellent idea. If we have a crosswalk we have to be able to see it especially around schools. This particular choice would be the ideal thing around Beech Street or Webster or whatever it might be. That is the ideal for this particular design but to put them in every crosswalk like you say would be very costly and time consuming. I would like to see this done on some of them because there are some dangerous intersections.

Mr. Hoben asked would the Committee propose that we do school zones and the downtown area.

Chairman Osborne answered I don't have any problem with that.

Alderman Roy stated what my thought process was was that we adopt the standard and go forward from here. I don't expect them to in the next month go out and repaint every crosswalk but at our last meeting we came up with the idea leading from Alderman Long's ward into my ward we thought there were some problems on North Elm Street. In looking at that, everyone in that discussion thought there might be five, six or seven crosswalks to do and in counting them there are actually seventeen. So when you leave Bridge Street and you are going north before you get to Carpenter Street, you actually cross 17 crosswalks that most people don't notice. By going ahead and striping these over a period of time on our regular schedule, I think it will help the citizens and help maintain the integrity of our crosswalks and we should be doing this as a standard. I feel strongly about this. I know it is extra money but that is something that we can address in the next budget process as we go forward.

Chairman Osborne asked does this include the pedestrian signs that go along with these crosswalks.

Mr. Hoben answered no it doesn't.

Alderman Roy stated one of my next questions before we end this conversation is what is the status of those signs that we approved at our last meeting and will they be out before the snow flies.

Mr. Hoben stated Mr. Sheppard had a conversation with the Aldermen regarding the symbolic pedestals.

Mr. Sheppard stated I am sorry I missed that but I am assuming you are talking about the signs that would be placed in the middle of the streets. I thought I had discussions with a couple of Aldermen regarding those. The City does not have a good history with those. They have been placed on Mammoth Road in the past

and I know they have been placed up at Southern NH University. Alderman Roy brought that to my attention and if Aldermen have seen them in the past they have seen how damaged they get. I don't know whether they are considered a liability for the City but it is something that is placed in the middle of the road and sometimes or often times they are hit by vehicles. Then do you take them in at night and who is responsible? That wasn't something that we recommended moving forward with.

Chairman Osborne asked what is the liability.

Mr. Sheppard answered I am not too sure and that is why I don't like to fall back on liability. Maybe that is a question for the Solicitor's Office.

Alderman Long stated Kevin you did speak to me and I understood the issue with respect to them getting hit and tossed all over the place. I am feeling today that if that is the case on Elm Street in these high pedestrian areas then we have a problem. Maybe we want them to measure if they are getting hit all over the place and then we need some sort of enforcement.

Mr. Sheppard responded one of the things I mentioned earlier as part of this budget process...what we would like to do is stripe Elm Street a lot better than it is currently striped, possibly put some more decals in the street...you know come up with a plan and come up with a number to implement that plan as part of the CIP process so that our downtown district has its own striping plan that can be implemented so the crosswalks are better identified. We actually spoke to Jim about a week ago about putting a plan together for this year's CIP process as a project to get that completed.

Alderman Roy stated Kevin I look around our City and I look at Elm Street and with all due respect to Alderman Long who has been fighting this battle and Alderman Osborne who has been fighting the battle in his ward, I look at every high traffic street in our City and I look at Southern NH that puts out elevated crosswalks and signs in the road. I look out at Candia Road and the traffic there. How do we justify Elm Street being the place to go for CIP funds with all due respect to the merchants and the Alderman from that ward when I look at Hill Haven and Union Street and River Road and Candia Road and Huse Road and Mooresville? I have a problem with us not having a Citywide standard for the safety of all citizens whether they are walking from Webster School or Beech Street.

Mr. Sheppard replied I am not talking about a Citywide standard. I guess our thought was to put together a project for the downtown. The downtown I guess has always been considered to be the core of the City's business district. We have

the Verizon and other events that are going on in the downtown area. Our thought was to come up with a plan that identified a pedestrian friendly downtown district. I am not saying that other areas in the City don't need additional work or additional crosswalk hashing but our thought was to come up with a plan for the downtown district itself. Perhaps in the future that could be expanded to other areas in the City.

Alderman Roy stated I am all in favor of a pedestrian friendly downtown. It helps our tax base immensely but I have a huge problem with slighting the outer wards that have traffic problems, speeding problems and pedestrian safety problems. I guess looking for this standard as we repaint I would like to see the hash marks go on every crosswalk is the direction I am going with this. It is just a safety concern.

Alderman Smith stated I think it is irresponsible to put a cost on crosswalks. I firmly believe, definitely downtown and Elm Street and all of the school zones should be a solid color because during the winter you have salt...I am partially disabled and it takes me about two minutes to get across Elm Street. It is a state law that you are supposed to yield to pedestrians but if you can't see the stripes it is no good. Regardless of the cost, I would like to see solid lines all the way from east to west or north to south in school zones and on Elm Street at least from Auburn to Webster.

Alderman Shea stated to implement the program that you are talking about you need the cooperation of the schools as well. You can't implement the program and put crosswalks in front of schools and not instruct kids as far as how they should walk. You need a comprehensive kind of approach. Just by painting crosswalks at strategic areas is helpful but kids have to be instructed and I think the school has to be involved, Kevin, in terms of trying to work with them to give the teachers and the kids some sort of instruction as far as what are good safety rules that they should be observing and things of that nature. I think if you are going into certain things that is one of the approaches that I would suggest you investigate and use.

Chairman Osborne called for a vote on the motion to approve the new design for crosswalks as identified in the handout from the Traffic Division. There being none opposed, the motion carried.

Chairman Osborne identified Item 14 of the agenda:

Notification of action of the Board of Mayor and Aldermen referring all ideas, suggestions and recommendations for City property proposed to honor the memory of Officer Briggs to the Committee on Public Safety and Traffic.

On motion of Alderman O'Neil, duly seconded by Alderman Shea it was voted to receive and file.

Chairman Osborne addressed Item 15 of the agenda:

Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."

Chairman Osborne asked for a motion to table this until all of the other ideas and suggestions come forward so that they may all be voted on at the same time.

On motion of Alderman Shea, duly seconded by Alderman Roy it was voted to table this item.

Chairman Osborne addressed Item 16 of the agenda:

Communication from Marcel's Way requesting the use of Arms Park on Saturday, April 14, 2007 from 10 AM until 4 PM with a rain date of Sunday, April 21, 2007 for a walkathon and festivities to benefit their cause for Mitochondrial Disorders.

On motion of Alderman Long, duly seconded by Alderman Roy it was voted to grant the request under the direct supervision of the City Clerk, Park, Police, Risk and Traffic Departments.

Chairman Osborne addressed Item 17 of the agenda:

Communication from the National Multiple Sclerosis Society, Central NE Chapter I, advising of the annual MS Walk to be held on Sunday, May 6, 2007 from noon till 4 PM.

On motion of Alderman Shea, duly seconded by Alderman Long it was voted to receive and file and refer this item to the Traffic Division of the Police Department.

### **TABLED ITEMS**

18. Discussion relating to coordination of services and utilities during storm events such as what occurred on February 10, 2006 as requested by Alderman O'Neil.



*(Tabled 03/21/2006 pending report from Fire and Police Departments.)*

This item remained on the table.

19. Parking Study Recommendations.  
*(Tabled 04/18/2006 – previously forwarded under separate cover.)*

This item remained on the table.

20. **STOP SIGNS:**  
On Lacourse Street at Rhode Island Avenue, NEC  
On New York Street at Rhode Island Avenue, SWC  
Alderman Duval  
*(Tabled 05/16/2006)*

This item remained on the table.

21. Discussion relative to building codes/ordinances plus infrastructure relating to health and safety issues as requested by Chairman Osborne.  
*(Tabled 08/01/2006 pending further information from the Building Department.)*

This item remained on the table.

22. Discussion relative to prohibiting trapping of animals in the City.  
*(Tabled 09/26/2006)*

This item remained on the table.

23. Communication from Alderman Duval requesting a residential parking zone for residents on Ash Street, between Bridge and Lowell Streets, subject to certification by property owners and the Building Department.  
*(Tabled 10/17/2006; pending further information from Alderman Duval))*

This item remained on the table.

24. Request for parking permits in the Middle Street Parking Lot as follows:  
a) Euclid A. Dupuis (1); and  
b) Market Street Settlement Group (as many as allowed).  
*(Tabled for two meetings from 11/17/06, pending report from Parking Manager.)*

This item remained on the table.

Deputy Clerk Normand stated there is an additional item of new business that was handed out tonight regarding the Residential Parking Permit. The letter is in front of everybody. It was received by the Mayor's Office yesterday and given to our office this afternoon. In the past these have all been sent over to the Parking Manager. I don't know if that is what the Committee wants to do.

Chairman Osborne stated yes why don't we do that. We will let the Parking Manager decide.

Deputy Clerk Normand replied we will make sure that Ms. Stanley gets a copy of this.

There being no further business, on motion of Alderman Shea, duly seconded by Alderman Long it was voted to adjourn.

A True Record. Attest.

Clerk of Committee